



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

October 2, 2009
Subject: **Yarmouth**
Maine Project No's: 013124.00 &
013125.00
Amendment No. 1

Dear Sir/Ms:

Make the following change to the Bid Document:

In the Bid Book (in the plan section after page 27), SHEET NUMBER 2 OF 3 and SHEET NUMBER 3 OF 3, **CHANGE** "AGGREGATE SUBBASE COARSE GRAVEL" to read as follows "AGGREGATE SUBBASE COARSE GRAVEL **18"** **THICK**" Make this change in pen and ink.

The following questions have been received:

Question: Is there a drainage schedule and Catch Basin elevations for this project?

Response: Station and Offset for Catch Basins are provided in the Construction Notes under Item 604.092. Catch Basin Grate elevations will be determined in the field after removal of the existing pavement, from the centerline elevation of the concrete slabs. Pipe invert elevations are to be determined from the elevations of existing drainage outlets, conforming to Department Standards for slope and cover; except as otherwise designated by the Resident. The majority of pipes and catch basins will be replacements of existing fixtures; as is appropriate replacement pipes will be placed at the same line and grade as existing drainage structures.

Question: Is there detail available to show the depth of gravel?

Response: Typical Sheets 2 & 3 should be modified to indicate the depth of the Aggregate Subbase Coarse Gravel (ASCG) to be 18" (1.5 ft.), in all areas below the Plant Mix Recycled Asphalt Pavement. Depth of the ASCG in other areas to be determined by the appropriate cross slope of the Subbase.

Question: What are the Departments intentions for driveway access after the first 4" lift of PMRAP placed?



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Response: Driveway access, during all phases of the Project, is the responsibility of the Contractor as identified in Section 652 – Maintenance of Traffic. The methodology for providing access to driveways will be outlined as part of the Traffic Control Plan.

Question: What is the depth of the existing HMA?

Response: The Department obtained pavement cores along the Project in Feb. and March 2008. Result of the core samples are as follows:

Station Offset	Pavement Depth	
25+90	5' RT	4 ¾"
25+90	5' LT	5"
32+03	5' RT	4 ¼"
32+03	5' LT	4 ½"
39+64	5' RT	4 ½"
39+64	5' LT	4 ¼"
44+63	5' RT	3 ¾"
44+63	5' LT	4 ¾"
45+70	5' RT	3 ½"
45+70	5' LT	3"
47+10	5' RT	3 7/8"
47+10	5' LT	4 1/8"
51+54	5' RT	2 5/8"
51+54	5' LT	3 1/8"
58+20	LT	2 ¾"
58+20	RT	3 5/8"
63+20	LT	3 ¾"
63+20	RT	4 ½"
68+20	LT	3 7/8"
68+20	RT	3 ¼"
73+20	LT	3 ½"
73+20	RT	3 3/8"
78+20	LT	3 ¼"
78+20	RT	3 ½"
83+19	LT	4 ½"
83+19	RT	4 ¼"

Question: Please clarify if this project has any Federal funding and if there are any minority commitments for this project?

Response: There are no Federal Funds in these projects – DBE goals do not apply.

Question: On pages 15 and 19 of the proposal book, it states that the "Contractor will be bound to the DBE requirement contained in the attached notice and submit a DBE

Utilization Plan with their bid.” Is this correct? There was no addition to the Notice at the front of the proposal book stating there were DBE requirements.

Response: DBE goals do not apply since there are no Federal Funds in these projects.

Consider these changes and information prior to submitting your bid on October 7, 2009.

Sincerely,

A handwritten signature in blue ink, appearing to read "S. Bickford", with a stylized flourish at the end.

Scott Bickford
Contracts & Specifications Engineer